

CITY OF CAMPBELL

**CAMPBELL VILLAGE
NEIGHBORHOOD PLAN**

(DRAFT)

December 6, 2016

ACKNOWLEDGEMENTS

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INTRODUCTION

The Campbell Village Neighborhood Plan is a collaborative effort between the City of Campbell and community members to provide a coherent framework for future development in the Campbell Village Neighborhood. The Plan establishes land use policies, transportation policies, and development standards affecting both land use and transportation to further the residents' vision of the neighborhood's future. This Plan is intended to preserve the unique character of the neighborhood and help maintain a desired quality of life.

The focus of the Campbell Village Area Plan is to apply development standards and design expectations to properties zoned residential. Properties zoned commercial, located on Camden Avenue and at the corner of Union and Bascom Avenues, will rely on the existing zoning provisions outlined in the Campbell Municipal Code.

BACKGROUND

The Campbell Village neighborhood consists of approximately 485 parcels covering an area of approximately 103 acres. The majority of these parcels are zoned residential with R-1-6 zoning in the Central Park "sliver" and R-1-8 within the Cambrian Village area. Approximately 23 parcels front Camden, Bascom and Union Avenues which are zoned Neighborhood Commercial (C-1) and General Commercial (C-2).

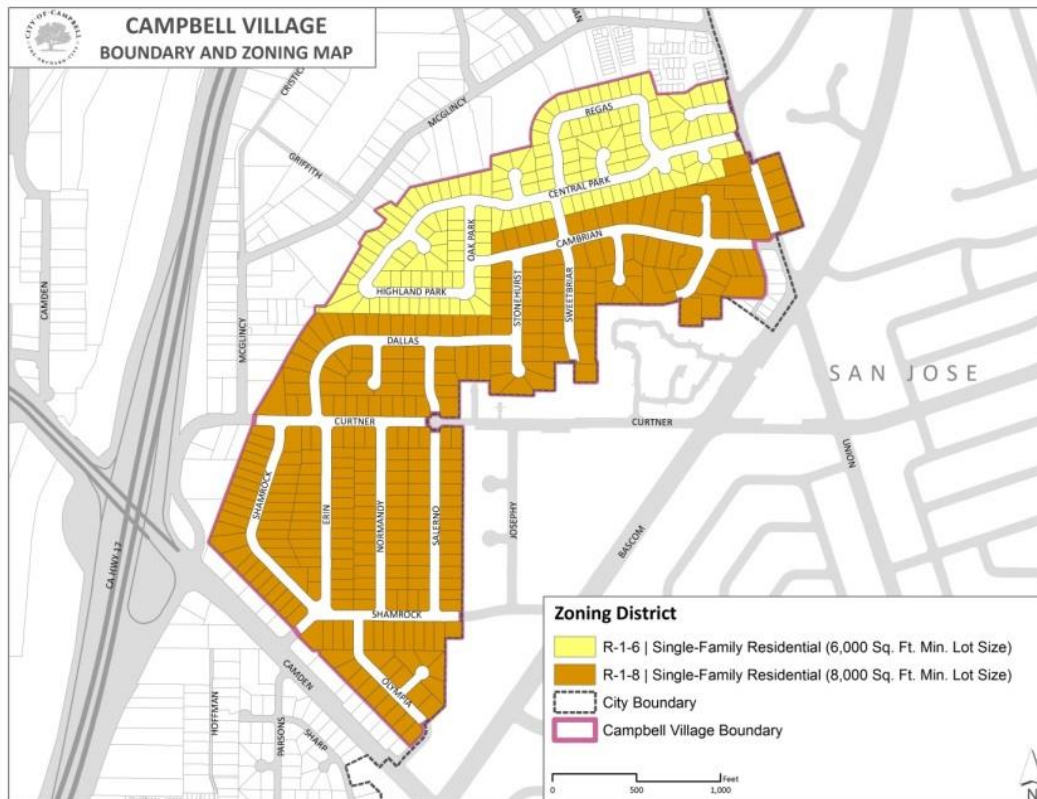
The Campbell Village Neighborhood was developed in several phases over time beginning in the 1940's through the 1980's. Within the Cambrian Village portion of the neighborhood, development occurred on County unincorporated land as well as on land previously annexed by the City of San Jose. This pattern of development yielded a diverse and often less formal character within the street system network. Many streets have large irregular lots which lack standard curbs, gutters and sidewalks giving the streets a more rural feel. Conversely, the Central Park neighborhood was developed with street curbs which could have contributed to the fact that this area was once located in the City of San Jose and the properties were developed much later than homes in the Cambrian Village area.

LAND USE STANDARDS

A. Goal Statement

The Land Use Standards are intended to achieve a balance between a private property owners' ability to develop property while preserving the unique qualities

of the Campbell Village Neighborhood. The residents of the Campbell Village Association have helped develop these standards in an attempt to ensure that the neighborhood remains low-density single-family residential, as envisioned in the Year 2013 reorganization/annexation into the City of Campbell.



B. Objectives

In order to implement this Neighborhood Plan, the following objectives should be referenced as key factors that helped create the development standards and design guidelines.

1. Ensure that the homes size is in proportion to lot size.
2. Ensure that the home size is in proportion to the average home sizes in the immediate neighborhood so as to minimize a perception of "mansionization."
3. Additions to existing homes should be designed so they are well integrated into the home in an effort to appear like it was the original construction.
4. Use landscaping to enhance the characteristics of the area.

5. New homes and additions to existing homes should respect the adjacent properties' ability to receive light and air, and privacy.

C. Relationship to Municipal Code

Development standards stated in Title 21 of the Campbell Municipal Code that are not specified in this section shall remain applicable. In the case of development standards conflict between the Campbell Village Neighborhood Plan and Title 21 of the Campbell Municipal Code, the standards contained herein shall prevail.

D. Residential Development Standards

1. Lot Size

For any new lot creation, the minimum lot size permitted in the R-1-6 and R-1-8 zone districts shall be 6,000 and 8,000 square feet respectively. Existing lots that do not conform to these minimum standards shall be viewed as existing non-conforming. The net lot size excludes private streets, common areas and the stem of flag lots.

2. Lot Width

For any new lot creation, the minimum lot width permitted in the R-1-6 and R-1-8 zone districts shall be 60 and 70/80 feet respectively. Existing lots that do not conform to these minimum standards shall be viewed as existing non-conforming.

3. Subdivisions/Lot Line Adjustments

Subdivisions and lot line adjustments shall not result in a "flag-lot" configuration.

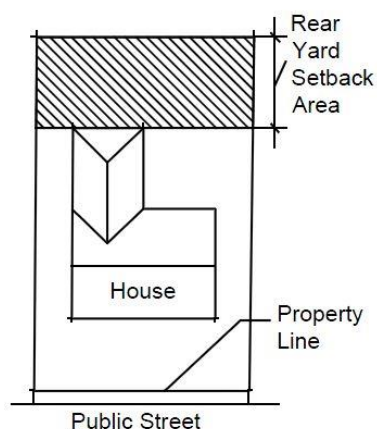
4. Building Height

The maximum height of the main residence shall be 28 feet, as measured from natural "existing" grade and in no event may exceed more than 2 stories.

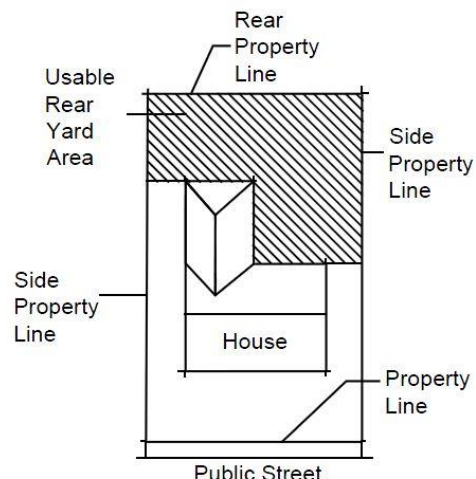
5. Setbacks (Primary Structure)

Primary structures shall maintain the following required setbacks as identified below:

Required Yard	R-1-6	R-1-8
Front	20 ft.	20 ft.
Rear	Option 1: 20 ft. Option 2: 10 ft. (if the useable yard area or volume is equal or greater than 20 times the lot width) Option 3: Residences which abut commercial development may be built closer to the rear property line.	20 ft. Option 2: 10 ft. (if the useable yard area or volume is equal or greater than 20 times the lot width) Option 3: Residences which abut commercial development may be built closer to the rear property line.
Side	Greater of 5 ft. or ½ the wall height. The PC may allow a min. of 5 ft. for second story additions when it finds: a) the side setback would not be detrimental to the health, safety, peace, comfort or general welfare of persons in the neighborhood, or the city as a whole; and b) the side setback would not unreasonably interfere with the ability of adjoining property owners to enjoy access to air, privacy, sunlight, and the quiet enjoyment of the owner's property.	Greater of 5 ft. or ½ the wall height. The PC may allow a min. of 5 ft. for second story additions when it finds: a) the side setback would not be detrimental to the health, safety, peace, comfort or general welfare of persons in the neighborhood, or the city as a whole; and b) the side setback would not unreasonably interfere with the ability of adjoining property owners to enjoy access to air, privacy, sunlight, and the quiet enjoyment of the owner's property.
Street Side Setback	12 ft.	12 ft.
Private Open Space	750 sq. ft. (min)	750 sq. ft. (min)



Rear Yard Setback



Usable Rear Yard Area

6. Floor Area Ratio (Total and Second Story)

The maximum floor area permitted for all residentially zoned properties shall be 45% of the parcels' net site area.

7. Lot Coverage

The maximum lot coverage for properties located in the R-1-6 and R-1-8 zone districts shall be 45%. Lot coverage is defined in Title 21 of the Campbell Municipal Code.

8. Extensions Along Existing Non-Conforming Building Walls

Additions to existing non-conforming building walls may be permitted without the need for a Variance Permit, consistent with the following:

- i. An extension to an existing non-conforming building wall may be made so long as the building was built with approved Building Permits, as substantiated by the property owner.
- ii. The permitted extension may only apply to a first story. A second story must satisfy the required setbacks.
- iii. An extension is limited to 50% the length of an existing non-conforming building wall. For example, if an existing non-conforming building wall is 20 feet in length, an addition can be no longer than 10 feet.

9. Front Yard Paving

A main goal of the Neighborhood Plan is to preserve the unimproved nature of the area. The public realm to which helps define this desirable aesthetic includes both the public rights-of-way and private front yard areas. To realize this objective, a minimum of 60% of the required front yard, located between the house and the front property line, shall remain unpaved and void of structures.

10. Accessory Buildings

Accessory buildings, detached from the primary structure through its physical and design connections, shall adhere to the following standards:

- i. Height – No greater than 14 feet.
- ii. Setbacks from Property Line – Must satisfy the required front yard setback for primary structures. For the side and rear yard setbacks, a minimum setback of 5-feet or $\frac{1}{2}$ the building wall height applies.

- iii. Setbacks Between Buildings

All primary and accessory buildings shall maintain a 10 foot separation.

- iv. Municipal Code Standards

Other than the standards specified in the Neighborhood Plan, accessory buildings shall be developed in accordance with the requirements specified in Section 21.08.020 D of the Campbell Municipal Code.

11. Landscaping

All new development projects, regardless of size or permit process, shall maintain the following landscaping:

- i. A minimum of 60% of the front yard, as measured from the house to the front property line, is required to be landscaped.

- ii. There is no minimum amount of landscaping required for a rear yard so long as the land is kept free from wind born dust creation.
- iii. Artificial turf may be used in the landscaping.
- iv. All new landscaping must conform to the City's Water Efficient Landscape Guidelines (WELo).

12. Fencing

All proposed fencing shall satisfy the development standards contained in Title 21 of the Campbell Municipal Code, except that fences shall be permitted up to 7-feet tall, with or without lattice, when built on a common property line with both affected property owners in agreement. However, front yard fencing shall be designed to be open rail or picket fence to help embrace the open feel of the area's rural characteristics.

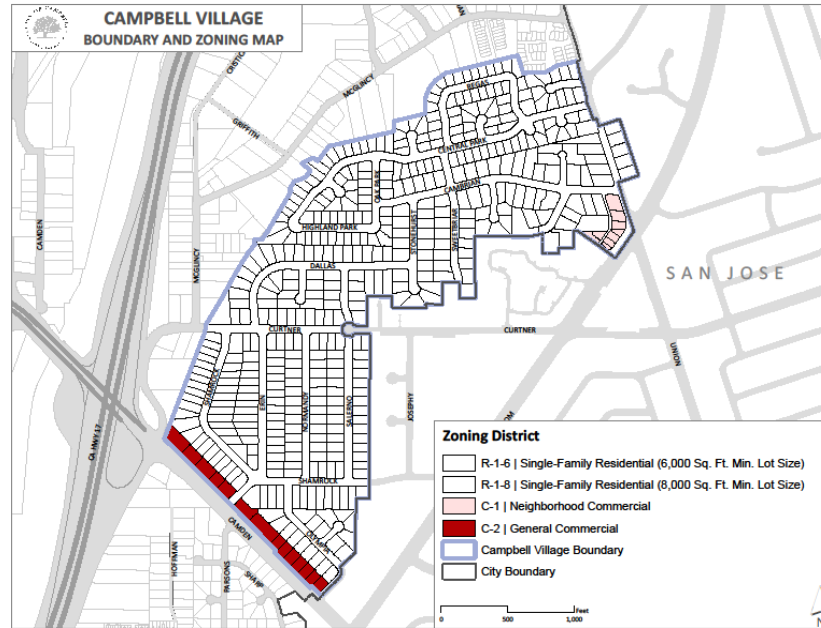
E. Commercial Development Standards

1. General Standards

Properties located within the C-1 and C-2 zoning districts shall conform to the development standards contained in Title 21 of the Campbell Municipal Code.

2. Relationship to Adjacent Residential

All uses proposed within the C-1 and C-2 zoning districts shall operate so as not to conflict with the peace and enjoyment of the adjacent residential neighborhoods. Should commercial operations create residential impacts that cannot be successfully resolved, the City has the ability to begin Public Nuisance Abatement proceedings to facilitate conflict resolution.



3. Existing Zoning

The current zoning of C-1 and C-2 should remain in place. Commercial development should be limited to Camden Avenue, Union Avenue and Curtner Avenue between Camden Avenue and McGlinchy Lane.

4. Spot Zoning

Spot zoning is not allowed other than in the creation of a park.

5. Zone Changes

Planned Development zoning is not permitted within the Campbell Village Neighborhood boundary.

DESIGN CRITERIA (RESIDENTIAL)

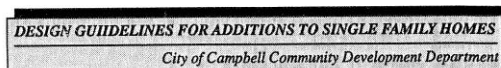
1. General Requirements

The design criteria are intended to protect and reinforce the architectural features of homes that have helped define the neighborhood character. For projects that are processed ministerially, they will serve as non-binding guidelines. For projects that are processed as discretionary projects

(administratively or Planning Commission), they shall serve as mandatory criteria.

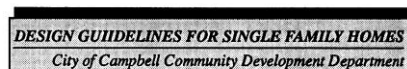
2. Additions

All additions and substantial remodels that do not result in the creation of a new single-family residence, as determined by the Community Development Director, shall comply with the City's adopted Design Guidelines as attached to this Neighborhood Plan.



3. New Homes

All new single-family residences shall comply with the City's adopted Design Guidelines as attached to this Neighborhood Plan.



November 1994

G. Permit Process

Properties located within the Campbell Village Neighborhood with a Zoning District designation of C-1, C-2 and R-1-6 shall be processed as permitted within Chapter 21.42 of the Campbell Municipal Code.

Properties located within the R-1-8 Zoning District shall be processed in accordance of the following tiers:

1. An addition or remodel to an existing single-family residence that does not result in a net increase of more than 500 square feet of new floor area and cannot be seen from the front or exterior side of the residence (as viewed on corner lots) may be processed as a ministerial action.
2. An addition or remodel to an existing single-family residence that does not result in a net increase of more than 500 square feet and less than 1,000 square feet of new floor area or an addition or remodel to an existing residence that does not result in a net increase of floor area of more than 1,000 square feet that can be seen from the front or exterior side (as viewed on corner lots) may be processed through an Administrative Site and Architectural Review Permit.
3. An addition or remodel that exceeds 1,000 square feet of new floor area or is substantially rebuilt to the extent that the residence constitutes a new house regardless of the addition size, as determined by the Building Official, shall be processed through a Site and Architectural Review Permit.

In the above three tiers, the floor area of any addition completed in the last three years shall be combined with a proposed addition in order to determine the appropriate permit process.

H. Findings for Discretionary Applications

1. All projects that are processed as discretionary applications shall comply with the findings contained in Title 21 of the Campbell Municipal code.
2. All projects that are processed as discretionary applications shall also comply with the following:
 - i. The project complies with the Design General Requirements of this Plan.
 - ii. The project complies with the Common Design Characteristics of this Plan.
 - iii. The project complies with the Additions criteria of this Plan.
 - iv. The project complies with the Building Orientation criteria of this Plan.

- v. The project complies with Privacy Preservation criteria of this Plan.

TRANSPORTATION STANDARDS

A. Goal Statement

The Campbell Village Neighborhood should be an area that is safe and inviting to bicyclists and pedestrians. The City should manage and develop transportation systems in the area that retain its more rural nature.

B. Objectives

1. Maintain the more rural appearance of local streets in the Campbell Village neighborhood.
2. Take the minimum amount of right-of-way and provide only the minimum street widths necessary to maintain appropriate traffic function and safety.
3. Through traffic should only be encouraged on Curtner Avenue and where possible, traffic should be routed via Camden Avenue, Bascom Avenue and Union Avenue.
4. Be consistent with the City's Neighborhood Traffic Management Program (NTMP).

C. Transportation Policies

1. Truck Routes

Truck routes in the Campbell Village area should be limited to arterial routes and only those collectors where the predominant abutting land uses are commercial and industrial. Therefore, only Camden Avenue, Union Avenue and Curtner Avenue from Camden Avenue to South McGlincy Lane are truck routes within the Plan Area.

2. Street Design Standard Implementation Policies

i. New Streets

The Campbell Village Neighborhood is a fully developed area. In the event that major changes occur requiring the development of new streets, they shall be designed according to existing City standards and will be improved with street lights and appropriate curbs for improved drainage.

ii. Existing Streets

Existing streets are required to be improved consistent with the Campbell Village Public Improvement Plan (Appendix A.).

- a. Any proposed new development located on those streets identified for street improvements would be required to dedicate right-of-way to the predominant dimension and construct the street to predominant width, install curb, gutter, sidewalks and street lights as necessary.

iii. Deferred Street Improvement Agreements

Deferred Street Improvement Agreements may be taken in lieu of installation of street improvements in the Campbell Village area as determined by the City Engineer.

iv. Removal of Existing Improvements

Property owners may apply for an encroachment permit to remove existing improvements that are not required under the Campbell Village Street Improvement Plan.

v. Return of Excess Right-of-Way

Property owners may request that any right of way no longer necessary under this policy be reverted to the property owner. The City's current procedures for vacation of excess right-of-way will apply.

vi. Existing Deferred Street Improvement Agreements

Previous practice may have created Deferred Street Improvement Agreements for properties which under the current Campbell Village Area Plan will no longer be required. A notice of fulfillment of the agreement will be recorded.

vii. Exceptions

All exceptions to the policies contained in this document shall be subject to review and approval by the City Council.

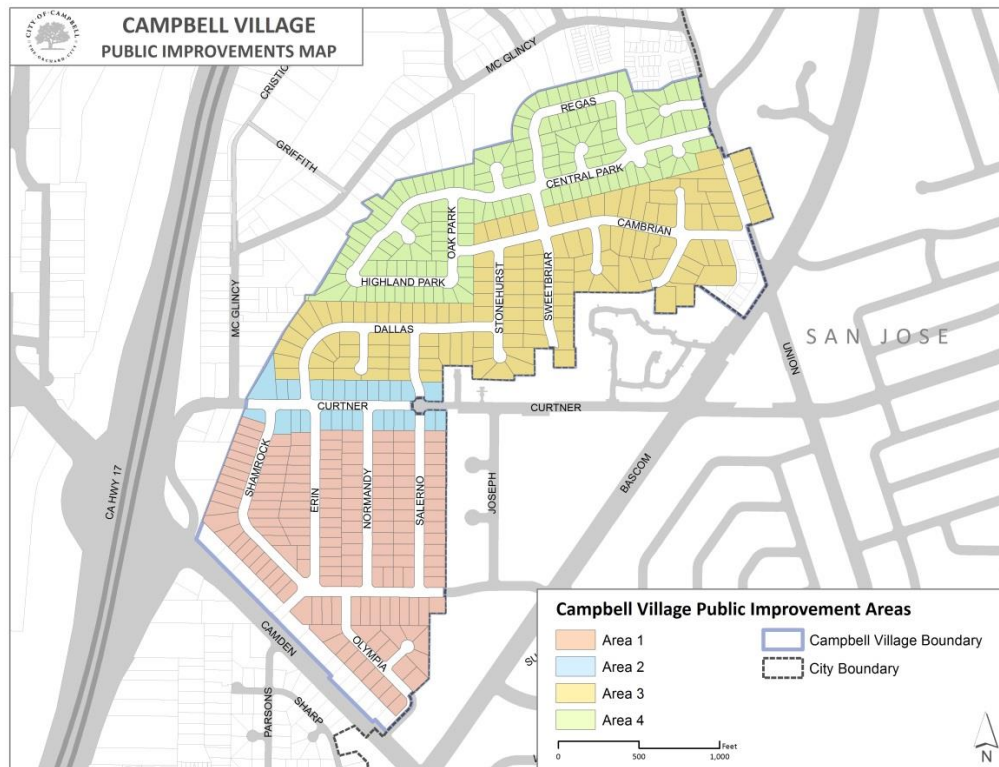
Appendix A.

Campbell Village Public Improvement Plan

INTRODUCTION

The following plan contains proposed improvements to the Campbell Village Neighborhood developed through a public involvement process led by the Campbell Village Neighborhood Association. The proposed improvements are subject to City Council approval and may require additional evaluation with regard to funding and coordination with other City planning and public works initiatives.

The neighborhood can be broken into four general areas organized by the similarity of their existing public improvements (Map A.):



Map A: Public Improvement Areas

1. Area 1 – This area consists of approximately 151 residential parcels located south of Curtner Avenue. Streets located within Area 1 include: Olympia Avenue, Lois Way, Shamrock Drive, Erin Way, Normandy Drive, and Salerno Drive. Area 1 is currently zoned R-1-8 (8,000 sq. ft. minimum lot size).
2. Area 2 – This area consists of approximately 27 residential parcels located on Curtner Ave between McGlinchy Lane and Salerno Drive. Area 2 is currently zoned R-1-8 (8,000 sq. ft. minimum lot size).

3. Area 3 – This area consists of approximately 132 residential parcels located north of Curtner Avenue. Streets located within Area 3 include: Dallas Drive, Norin Court, Salerno Drive, Stonehurst Drive, Sweetbriar Drive, Sydnor Drive, Briarwood Way and Cambrian Drive. Area 3 is currently zoned R-1-8 (8,000 sq. ft. minimum lot size).
4. Area 4 – The area formerly known as the “Sliver” consists of approximately 152 residential parcels. Streets located in Area 4 include: Central Park Drive, Oak Park Lane, Highland Park Lane, Regas Drive, Stanfield Drive, Park Drive and Dry Creek Court. This area is a mature development with sidewalks, vertical curbs, gutters, street lighting and street trees. Area 4 is currently zoned R-1-6 (6,000 sq. ft. minimum lot size).

GENERAL STREET IMPROVEMENTS

Campbell Village has been developed in several phases over time. As a result, streets, curbs gutters, lighting and other improvements vary widely. This in part contributes to the overall character of the neighborhood and should generally be preserved. Table A. describes the street improvement type that is the dominate feature and should be used when considering future street improvements

Area	Curb Type	Sidewalk	Street
Area 1	None	No	Shamrock Dr, Olympia Dr, Lois Way
	Rolled Curb & Gutter	No	Erin Way, Normandy Dr
	Rolled Curb & Gutter	Yes	Salerno Dr
	Vertical Curb & Gutter	Yes	Camden Ave
Area 2	Rolled Curb & Gutter	Yes	Curtner Ave
Area 3	Rolled Curb & Gutter	No	Dallas Dr, Norin Ct, Salerno Dr
	None	No	Cambrian Dr, Stonehurst Dr, Sweetbriar Dr, Briarwood Way, Sydnor Dr
Area 4	Vertical Curb & Gutter	Yes	Regas Dr, Parkdale Dr., Stanfield Dr, Central Park Dr, Oak Park Dr, Highland Park Ln, Union Ave

Table A: Dominant Street Improvements

STREETS TO REMAIN UNIMPROVED

Those streets designated to remain unimproved (i.e. without curb and gutter) present a challenge as there is no clear physical delineation of the edge of the paved roadway, as there is when a curb and gutter are present. All of the residential streets within the Campbell Village Area have a right-of-way width of 60 feet, with the center 40 feet being used for vehicular pavement, and 10 feet on each side reserved for future sidewalk if none are currently present. On some streets within the Campbell Village homeowners have installed front and side yard landscaping up the edge of the pavement. However on other streets, Shamrock Drive for example, homeowners have extended the pavement to the property line creating a 60 feet wide “sea of asphalt”. This increased pavement area is challenging for a number of reasons: The increase in street width encourages residents and guests of the street to violate the Municipal Code by parking perpendicular to the edge of the roadway, instead of parallel to it; All of this additional impervious area makes the already challenging drainage situation that much more difficult as there is less opportunity for water to soak into the ground; the increased width of the roadway appears to be encouraging drivers to speed; and finally it is just very aesthetically unpleasing and does not convey that “rural” feel that this plan seeks to maintain.

Therefore, the ten feet of right-of-way typically reserved for sidewalk and park strip improvements shall remain pervious, other than driveway and walkway connections between the existing pavement and the corresponding on-site improvements. In areas where no curb and gutter are planned, this ten foot strip shall be improved with Green Infrastructure Improvements across the property’s frontage to assist with stormwater drainage and treatment through the use of detention and infiltration methods.

SPECIAL STREET IMPROVEMENTS

A. Curtner Avenue

Develop street improvements that facilitate reduced traffic speeds, aid pedestrians and bicyclists and unify the street’s appearance. This includes development of a uniform system of curbs and gutters on both sides of the street, a consistent street width, improved speed signage and markings. Consider the use of street trees, bulb-outs or other devices to enhance pedestrian and bicycle safety, consistent with other neighborhood improvements.

B. Salerno Drive (south of Curtner Avenue)

Develop a uniform system of curb, gutter and sidewalks. The predominate street configuration on Salerno Drive south of Curtner Avenue, is rolled curb & gutter with attached sidewalks. The missing sections of curb, gutter and sidewalk shall be completed by the adjacent property owners as they make improvements to their homes that trigger the requirements of Campbell Municipal Code Section 11.24.



Figure 1: Salerno Drive Sidewalk

C. Erin Way

Develop an improved traffic barrier at the interface of Erin Way and Camden Avenue. Consider a cul-de-sac treatment on Erin Way that incorporates landscaping and provides pedestrian and bicycle passage. Consider installing curbs and gutters to improve drainage. Consider a redesign of the intersection of Shamrock Drive and Erin Way that incorporates these changes with other traffic calming measures described below.



Figure 2: Erin Way Barrier

D. Union Ave

Complete a uniform system of curb, gutter and sidewalks on Union Ave, between Cambrian Way and Bascom Avenue.

E. Camden Ave

Complete a uniform system of Curb, gutter and sidewalks on Camden Avenue between Bascom Ave and Curtner Avenue.

F. Curbs & Gutters

Repair or replace curbs and gutters in areas where trees have caused damage or curbs and gutters have experienced other types of damage. Special attention should be given to street in Area 4 including Regas Drive, Central Park Drive and Highland Park Lane.

G. Street Lighting

Investigate adding additional street lighting on Erin Way.



Figure 3: Regas Drive Curb & Gutter

TRAFFIC IMPROVEMENTS

The following list of proposed improvements is intended to reduce through traffic, ensure pedestrian and bicycle safety and retain the generally more rural character of the Campbell Village Neighborhood. This list is based on extensive feedback from the community regarding areas of concern. However, the underlying traffic concerns should be addressed through the City's recently adopted Traffic Calming Policy. This may

result in the construction of alternative improvements from the initial suggestions listed below.

A. Traffic Circles

Install traffic circles at the intersection of Cambrian Drive and Briarwood Way;
Install traffic circle at the intersection of Shamrock Drive and Erin Way.

B. Stop Signs

Add stop signs at the intersection of Cambrian Drive and Stonehurst Way.

C. Enhanced signage

Add painted “Keep Clear” pavement markings at Union Avenue and Central Park Drive. Add additional speed limit signage along Curtner Avenue. Add painted edge line on Shamrock Drive to better define the street edge and allow for improved pedestrian and bicycle safety.

D. Electronic signage

Add radar speed feedback sign on Curtner Avenue between Salerno Drive and South McGlinchy Lane.

BIKEWAYS AND PEDESTRIAN PATHS

Integrate the Campbell Village neighborhood into future planning efforts conducted through the Bicycle & Pedestrian Advisory Committee and the Envision Campbell update to the City’s General Plan (<http://www.ci.campbell.ca.us/643/Envision-Campbell>).

A. In particular, investigate the feasibility of:

1. Expanded Bike Routes

Investigate connecting existing bike route along Camden Ave with the proposed bike route on Union Ave. Possible expansion routes may include a bike lane on Curtner Avenue.

2. Expanded Pedestrian Routes

Investigate the feasibility of developing a curb/gutter/sidewalk improvement plan that utilizes the existing public right of way to create a continuous pedestrian friendly path from Curtner Avenue to Union Avenue.

3. Improved Access to Los Gatos Creek Trail

Investigate feasibility of improved bike and pedestrian access to the Los Gatos Creek trail. This may include new bike and pedestrian facilities along Camden Ave/San Tomas Expressway or it may include construction of a bicycle/pedestrian overcrossing of State Route 17.

BEAUTIFICATION

A. Street Trees

1. Installation of street trees should be encouraged within the plan area. In general, wide canopy trees with a mature height and width appropriate to the street should be selected to create a unified canopy.
2. In Areas 1 and 3, street trees should be installed where appropriate to the street improvements discussed elsewhere in this plan. Trees should be selected from the approved list as determined by the Public Works Director.
3. Within Area 2, street trees should be included where appropriate to street improvements discussed elsewhere in this plan. Trees should be selected from the approved list as determined by the Public Works Director.
4. Within Area 4, existing street tree should be retained. As the existing Camphor trees (*Cinnamomum camphora*) reach the end of life, trees from the approved list should be selected to replace them.
5. Investigate adding street trees from the approved list on Curtner Avenue between Camden Avenue and South McGlinchy Lane in the area directly adjacent to the US Hwy 17 on-ramp.

B. Neighborhood Monument

Install a monument or appropriate signage designating the area “Campbell Village”. Possible locations may include neighborhood entrances at Cambrian Drive and Union Ave, Curtner Avenue, Central Park Drive or Olympia Avenue.

C. Utility Box Beautification

Include City owned utility boxes within the plan area in the City of Campbell “Art Outside the Box” Utility Box Art Program (<https://www.facebook.com/CampbellCArtOutsidetheBox>).

